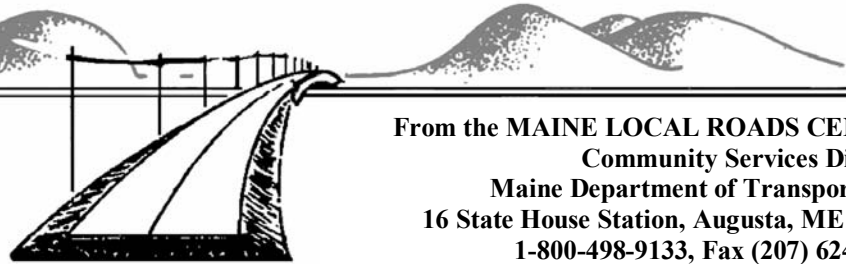




"MAINE LOCAL ROADS NEWS"

WINTER 02/03

A Newsletter to Assist Maine
Towns in Dealing with Local
Transportation Concerns



From the MAINE LOCAL ROADS CENTER
Community Services Division
Maine Department of Transportation
16 State House Station, Augusta, ME 04333
1-800-498-9133, Fax (207) 624-3301

New Toll Free Number!
1-800-498-9133. Feel
free to call us with your
road questions.

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Let it Snow: We've got a Snow Plan!

Ever been asked why your municipality plows certain roads first? Or why the town doesn't use as much winter sand anymore? Does the public understand when and where the winter parking ban applies? These are just a few questions the public ask municipalities each and every winter road season. Rather than react to questions all season, there is another alternative: be proactive and develop a local snow plan.

Snow plans, otherwise known as winter maintenance brochures, are nothing new to Maine municipalities. Places such as Lewiston, Hallowell, Brownville, and Westbrook have all implemented them.

Any community can create one that truly fits their needs and what they are trying to communicate. Once developed, snow plans can be mailed to property owners in brochure format, or put on the Town website.



You don't have to "reinvent the wheel" to create a snow plan. Here's some ideas on what municipalities have included in their snow plans, currently being used.

1) Brief memo from the Highway Dept., introducing

the plan and providing a personal contact.

2) Explain the three basic stages of storms and how the municipality responds. These stages are "When the Storm starts", "When the Snowfall Continues" and "Snow Removal."

Here's a chance to explain what defines a "priority road" as well as the importance of timing in response to weather conditions. If using a "salt priority" program, municipalities can include information on how it works and differs from winter sanding. Information such as, how many passes are made in each direction, how many miles and trucks are

(See PLAN on page 3)

Watching Local Road Weight Limits

Last year, Maine's Legislature passed a bill (LD 2150) to provide easier access on local roads to well drilling operators under emergency drought conditions. Although the new law specifically

addresses well drillers on local roads, a municipality's authority to post roads did not change.

2002 legislation in summary, states well drillers may travel over town or county roads **without a local permit**, as

long as: A) the operator is operating in accordance with a permit issued by the MDOT when a department permit is required to reach the municipal roads; B) the key local official in the municipality is notified in

(See WATCHING on page 2)

(WATCHING Continued from page 1)

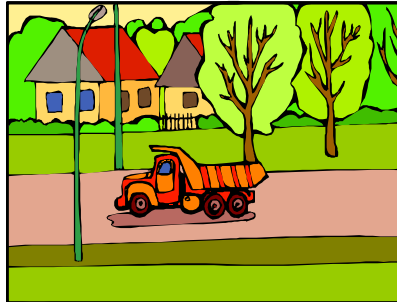
advance of the date and time the vehicle will be traveling over a road that is posted; and C) the operator travels in accordance with municipal regulations (such as using roads when frozen) for posted roads.

The law states that well drillers do not need a permit during any period that the Governor declares a **drought emergency**.

Municipalities and well drillers must understand the distinction of "drought emergency" versus a non-emergency well installation on a new building lot. Local officials should remember to ask well drillers whether their work will be for emergency replacement purposes or new construction.

Everything else in the "world of weight limits" stays the same. Municipalities can still create local rules, or ordinance, to meet its own set of standards, which may vary from the state's policies. Most communities, however, follow the same practices used by the state. For example, unless deemed exempt, MDOT states that vehicles above a certain weight (23,000 lbs.) are

restricted from use of a posted road for a specified period of time. Restriction dates can last from March to May, but may vary. In the state's policy, if a road is **SOLIDLY FROZEN** (when the air temperature is 32° F or below and no water is showing in the cracks of the road) weight limit restrictions do not apply to any vehicles.



Under authority of 29-A § 2395, all public roads may be temporarily posted to prevent abuse by heavy vehicles. The statute states that all municipal officers (not officials), the MDOT, and county commissioners "*may adopt rules to ensure proper use and prevent abuse of the public ways under their respective jurisdictions whenever those*

ways require special protection." This means that a town must adopt rules to make it legal and not simply post the typical orange signs on trees.

Up until July 15, 1986, the statute allowed temporary posting only "*during such seasons of the year*" when protection was necessary. Typically, this meant the Spring when roads are in their weakest condition. This wording was modified in 1986 to "*whenever*", so that temporary road posting can be in effect during other times in a year. Many of Maine's local roads are not capable of handling today's heavier vehicle loads even during the summer and fall, so it may be advisable to post roads during these "other" seasons, if necessary.

There is much more to learn about posting roads and how to adopt rules for your community. The Maine Local Roads Center has an info packet, containing lots of handy tips, to help you through the process. If you would like a copy, please feel free to call us at 1-800-498-9133. □

"CLICK, LISTEN, AND LEARN": A NEW WAY TO TRAIN



APWA's audio-web conferences offer a new, cost-effective way of learning and sharing information through the use of tools sitting on your desk: a telephone and a PC with web access. Listen to the speakers through your telephone, and view the visual presentation via the web. Programs average 2 hours in length, feature live Q&A, and include printed speaker handouts. Participate from your desk, or in a group setting by connecting through a conference/speaker phone and projecting the web image upon a screen.

Normal fee is \$150 but the Center will offer selected topics at central location(s) for \$10 per person!

Mar. 13, 2003

Apr. 9, 2003

May 22, 2003

June 18, 2003

Upcoming Programs

Understanding the Value of Your Right-of-Way

Selection of Consultants

Managing the Public Response - How to Keep Your Foot Out of Your Mouth

Where Does Public Works Fit into Smart Growth Planning?

If your Town wants to host a program individually, you can register online today at <http://www.apwa.net/Education/CIL>.

“QUICK ROAD FACTS” NOW ON MLRC’S WEBPAGE

To find this page on the web, just go to <http://www.state.me.us/mdot/planning/csd/mlrc.htm> and click on the QUICK ROAD FACTS tab. □

[illegible]

Helpful Road Formula's You can Count on

Here are some formulas that can help you figure quantities for projects. If you are trying to estimate quantities for a new **paving** or **gravel** road project, you should be able to calculate the amount of material yourself. Having this information can support putting projects out to bid and keeping better track of results.

1) To determine number of PAVEMENT TONS: (This is based on hot mix weighing 110 lbs/sq. yd/ 1 Inch and considers all conversion factors.)

(Length in Feet) x (Width in Feet) x (Thickness in inches) x (.0061)= Tons of pavement mix

$L \text{ (ft)} \times W \text{ (ft)} \times T \text{ (in)} \times .0061 = \text{Tons of Mix}$

Example: $L=3000 \text{ ft}$, $W=20 \text{ ft.}$, and $T = 2''$

$$3000' \times 20' \times 2'' \times .0061 = 732 \text{ tons}$$

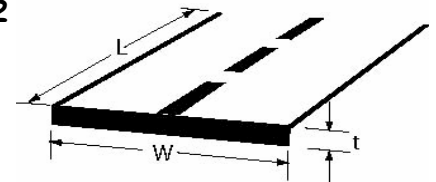
2) To determine number of CUBIC YARDS of GRAVEL, when adding 12 inches of gravel:

$\frac{(\text{Length in Feet}) \times (\text{Width in Feet}) \times (\text{Thickness in FEET})}{27} = \text{cubic yards of gravel}$

$$\frac{L(\text{ft}) \times W(\text{ft}) \times T(\text{ft})}{27} = \frac{3000' \times 20' \times 1'}{27} = 2,222 \text{ cubic yards}$$



"Ahhh...how do I figure the tons of 'tah' that I need on this road?"



Road Dimensions

Staff News and Notes

Pete and staff would like to introduce the newest person to join the Maine Local Roads Center team.

Nancy Tyler started working for the Center last April. She accepted the position of Program Assistant. Lisa Loftus, who formerly held this job, accepted a position with the Department of Education for the State of Maine. Nancy has already started to take on some important projects, like updating the database and helping with workshops. Nancy

brings a Maine DOT background to her new position. She had already been working the MDOT's Bureau of Planning for 8 years and knows "who to contact" and "where to go" for the right DOT information. She has been a great help to us already.

To help serve municipalities better, the Center is also pleased to announce a new toll free phone number! **It is 1-800-498-9133.** You can reach Nancy, Pete, Bob, Fred, or Jason using this number. Feel free to call! We still have the 624-3270 for

local calls.

On another note, all state e-mail addresses have changed to read **@maine.gov** for an extension rather than the old **@state.me.us**. For example, **Pete's new address is: Peter.Coughlan@maine.gov.** We will still receive email under the old address for some time, but have been told to inform others of the new extension. □





Winter Sand and Salt Applications: Keys to Success

Late last year, Phil Curtis and the Maine Local Roads Center hit the road putting on 14 snow and ice control workshops throughout the state. Much of the discussion focused on whether applying salt versus a sand/salt mix is working on roads in the state of Maine. There have been many success stories from those who have switched from a “mostly sand” application program to a “controlled use of salt” or Salt Priority program. If a community is looking to change its operations to Salt Priority, it is a good idea to understand some basic guidelines on what makes this particular program work.

What is Salt Priority? Salt Priority is a program where salt is applied at the start of a storm to prevent the bond of ice and snow to pavement. Ideal salt priority programs in Maine involve pre-wetting salt (sodium chloride) with liquid calcium chloride. Pre-wetting the salt will 1) allow it to stick to the road surface and reduce “bounce and scatter” of materials; and 2) allow the pre-wetted salt solution to work at much lower temperatures. Far less quantity of material is spread on a road compared to a typical sand/salt program. Salt Priority allows highway departments to reach the goal of providing passable highways as much of the time as possible.

What is a typical sand/salt program? Most communities in Maine apply winter sand mixed with salt on their roads. Winter sand costs less per cubic yard **up front** than salt to purchase and is used primarily for traction. Motorists can see the sand when it is applied and it assures the traveling public the municipality is doing something to respond to the weather. It’s important to remember that **sand does not melt ice or snow**.

Applications of winter sand/salt has its own set of factors and impacts to consider. Despite sand’s low purchase price, the costs of dealing with sand after it’s on the ground are high. This includes costs for shoulder work, ditching, sweeping, catch basin

cleaning, etc. After numerous storms and applications, sand can become a skid hazard at intersections or on hills. Environmentally, sand also creates siltation in waterways and air quality issues with dust clouds on dry days. Sand also has a high “bounce and scatter” characteristic and is commonly blown off once traffic drives over it.

Sand can still be a part of a Salt Priority program, but in more of a back-up role. It may continue to be especially helpful on some hills, curves, and shaded road sections.

How does a Salt Priority program succeed? Like any program, a Salt Priority program won’t work unless there is an effort to see it through and understand that there is a learning curve. For some communities, this may be a change in philosophy and a willingness to try something new.

Three keys to success are a community’s commitment to the three T’s. **1) Timing.** Getting out early in the storm. **2) Technology.** Investing in equipment, such as: pavement temperature sensors, pre-wetting equipment, and others. This could be a couple thousand dollars per truck. **3) Training.** From policymakers to operators, anyone considering a Salt Priority program should get as much information as possible. The Maine Local Roads Center is available for questions and /or training needs regarding winter maintenance and how to implement Salt Priority.

While it appears that a properly run Salt Priority program produces safer winter road driving surfaces in a quicker time frame than a traditional sand/salt mix program, there are **potential** impacts municipalities should be aware of. First, environmental impacts to water wells and roadside vegetation may increase depending on application rates and/or precipitation levels.

Second, highway equipment is more susceptible to corrosion, especially when calcium chloride is used. Frequent washings will greatly reduce these effects. However, current

regulations may require certain municipalities to have a plan on washing activities and other garage operations. To get the latest information regarding environmental regulations on garage operations, you can contact the Maine Department of Environmental Protection or go onto the northeast regional EPA website at: <http://www.epa.gov/ne/assistance/necat/muni/index.html>.

And third, road sections may freeze given specific weather conditions and weak application rates, which create a dilution of the solution.

Another key to success, whether salt or sand is being used, is **calibration**. If a truck operator doesn’t know the rate he or she is applying materials, they could be putting down too much or not enough. Calibration is determined by the control setting, gate opening, and speed of the truck. Calibration is important during pre-wetting. Learning how is an important aspect of training.

In addition to responding to weather conditions, highway crews need to understand the importance of pavement temperature. Depending on the time of day, the pavement temperature could be several degrees different than air temperature. This also plays a factor in material application rates.

Over the past several years, the Center has heard success stories from different communities switching to a Salt Priority program. Some towns are also having good results modifying their existing sand/salt program and introducing calibration.

For those communities who would like on-site training, including how to calibrate winter trucks, Phil Curtis (on behalf of the Center) will visit municipal garages anywhere in Maine, at no charge to the municipality. Communities interested in learning more about Salt Priority, or how to improve their current operations, can contact the Center at 1-800-498-9133. Towns are also encouraged to call their regional MDOT divisions to learn how Salt Priority is working in your area. □

“DIG-SAFE®”: More Changes in 2002

After much discussion and input from many agencies, the so-called “Dig-Safe” law saw some significant changes in 2002. The law is found under Title 23, § 3360-A. Changes were passed as “emergency” as 2002 PL 577, and signed by the Governor on March 28, 2002. The law became effective immediately. Some of the changes include:

- 1) a “*shoulder grading activity*” is now well defined and provides a method for this activity to occur without being in direct conflict with the law. Before this change, any grader blade which came closer than 18 inches in depth to the buried utility line was automatically in violation. Now, it is allowable ONLY IF the following occurs:
 - a) the excavator calls Dig Safe® and all other nonmembers....as usual,
 - b) the excavator contacts each utility operator in the grading area and describes the proposed grading activity and includes the expected depth of grading,
 - c) within 3 days of this contact, the utility operator determines and notifies the excavator whether the facility is deep enough to avoid damage,
 - d) after this discussion, the excavator can grade the shoulders so as not to disturb the facility.
 - e) if the facility is not deep enough to allow the grading activity, the “licensing authority” (Town or State as applies), may require the utility operator to lower or otherwise move its facility in accordance with State law or its license.... before the shoulder grading occurs.
- 2) in excavations where a contractor/subcontractors or other agencies are involved in the excavation, “*the excavator directly responsible for performing the excavation*” is responsible for meeting all Dig Safe® notification requirements.
- 3) all electric or gas service lines located in the public way and connected to the utility’s main must be marked now.....not just the “main line”. This means that service lines must be marked to the right-of-way line.
- 4) a private land owner who owns underground facilities on his/her own property for commercial

or residential purposes is no longer considered an “underground facility operator”.

- 5) all excavations in a cemetery can be done without following the notification requirements of Dig Safe® as long as 1) the cemetery owner identifies the entire cemetery as a potential excavation site to Dig Safe® and other nonmember utility operators, and 2) the owner marks all current underground facilities, and 3) the owner maintains records of the location of all facilities, and 4) tries to avoid damage to the facilities.
- 6) the MDOT used to be legally exempt from notifying Dig Safe® for sign installation and maintenance...but not any more. However, emergency sign installations can still occur under the emergency provisions in the law.
- 7) designers, architects, and others designing an excavation are no longer *required* to initially contact utility owners and make that information a part of the plan. It’s still a good idea...but it’s not required.
- 8) the PUC can fine anyone for failing to comply with excavation rules pertaining to commercial timber operations, cemeteries, and road shoulder grading activities.

The following list covers changes to the Dig Safe law which became effective on August 11, 2001.

1. ***Enforcement of Dig Safe laws is now the responsibility of the Public Utilities Commission (PUC).*** In fact, the law allowed the PUC to develop a set of “rules” for implementing the law. After a public comment period in the Fall of 2000, Rule Chapter 895 (<http://www.state.me.us/sos/cec/rcn/apa/65/chaps65.htm>) became effective on November 11, 2000.

2. The ***PUC can now impose fines up to \$500***, unless the violator has been fined in the last 12 months and the fine can be up to \$5,000. These fines are in addition to other costs associated with liabilities caused by not following the Dig Safe law. ***PUC fines can be for any of the following events: not calling the Dig-Safe® number (1-888-DIGSAFE), or other nonmember utilities, prior to excavating; excavating in a reckless or negligent manner; using mechanical means within 18 in. of a marked***

(Continued on page 7)

“DIG-SAFE®”: Changes, Continued

underground facility; failure by the utility owner to mark the facilities within the time limits; or marking the facility in a reckless or negligent manner. Also, the PUC, in addition to the owner of the utility, can issue a temporary restraining order to halt an excavator who is acting negligently or unsafely or is likely to cause damage to the utility.

4. *An excavator cannot use mechanical means* (any device or tool powered by an engine) when excavating ***within 18 inches*** of any marked ***underground utility***. (However, mechanical means can be used for initial penetration through the pavement or rock.) Once the utility line has been exposed, further excavation must be performed employing “reasonable precautions” to avoid damage to the utility.

5. Calling Dig-Safe® for emergencies used to be exempt....but not anymore. Now, the law requires that an excavator may begin to excavate “*after having taken all reasonable steps to notify*” Dig-Safe® beforehand and to premark the site. The owner of the utility “*must locate its line as soon as practicable after receiving notification of an emergency excavation whether or not the excavation has begun.*” Also, the Dig-Safe® system must maintain adequate operations outside normal business hours to respond to emergency situations.

These changes should be taken seriously by anyone moving or displacing earth, rock, or other material **BELOW** the ground surface. This includes ditching, trenching, grading, sign installation, culvert repair, road reconstruction, and other forms of disturbing the earth such as putting a below ground pool in your

backyard or putting up a fence with driven posts. ***In summary, make the free phone call to Dig Safe (1-888-DIGSAFE), and be sure to call all non-member local utility operators.***

“Do we have to call Dig-Safe® to install our new street name signs for E-911?”:

Yes. Because the installation of sign posts is considered an “*operation in which earth, rock, or other material BELOW the ground is moved or otherwise displaced*”, municipalities should call DIG-SAFE® before installing these posts. You can either call them with the locations (i.e. northwest corner of Elm and Maple Street). They will then assign authorization numbers to each site and FAX them back to you. (Don’t forget to premark the sites!)

Some people have questioned their liability of installing sign posts by hand or by power equipment. State law specifies that the use of power tools or equipment requires DIG-SAFE® notification. Digging, pounding, or trenching with hand tools is NOT considered excavation. However, what happens when road crew member Brutus drives a u-channel sign post with a sledgehammer right through a fiber-optic cable? Liable or not? State law says no, but this would probably create some interesting discussion between several attorneys. The bottom line is: make the free phone call, especially if you suspect any possibility of underground facilities. □



RAILROADS & LOCAL ROADS

In today's transportation world, railroads are becoming increasingly popular for both passengers and goods. Mainers have witnessed the recent introduction of Amtrak service to Portland and more Maine destinations are planned for the future. If your community has a railroad crossing on any of your local roads, you should be aware of who is responsible for railroad maintenance. A properly maintained railroad crossing can help prevent accidents from occurring and save lives.

When a railroad crosses a municipally maintained road, three different parties become responsible for maintenance: the Railroad Company, the State of Maine, and the Municipality.

1) The **Railroad Company** is responsible for maintenance of the area within 18 inches of each outside rail, regardless if the rail is located in an urban compact area or not. The Railroad is also responsible for railroad signals and/or crossbuck signs. In some cases, the State of Maine actually owns the rail while others are owned by a railroad company. To find out who owns the track in your community, contact Maine DOT's Allan Bartlett at 624-3560.

2) **Maine's Department of Transportation**, through the Traffic Engineering Division, maintains the advanced warning signage.

Maintenance of signs may include removal of obstructions, such as trees or branches. To address this issue, the Legislature created a law in 1989 that states **the DOT may order the town** to remove obstructions, brush,

weeds, and trees for a distance of up to 300 feet either side of a crossing. Towns may recover 50% of this expense from the State, as explained in 23 MRSA Section(s) 7223 and 7224.

MDOT's Allan Bartlett sends out clearing requests to municipalities every two years. This is based upon reports by the Railroad company or DOT crossing reviews. Within the Railroad Right of Way, the Railroad is responsible.

3) **Municipalities** are responsible for maintaining advanced pavement markings and striping. Pavement markings should follow the standards established in the latest edition of the MUTCD. (Currently, the MUTCD states, "*Pavement markings shall not be required at highway-rail grade crossings where the posted or statutory highway speed is less than 40 mph, or in urban areas, if an engineering study indicates that other installed devices provide suitable warning and control.*") If towns have not maintained these markings before, they may want to contact a neighboring town about sharing the cost to purchase marking stencils. Towns are also responsible for road maintenance beyond the 18 inches from each outside rail.

Proper maintenance is a year round responsibility for railroad crossings. Municipalities should include railroad crossings in their annual road striping maintenance plan, along with crosswalks or centerline work. Towns need to be prepared to clear trees and brush when necessary at various crossings, as well. If problems occur with the track itself or the area within the tracks, contact the Railroad company immediately.

Working together with your railroad company and DOT will help provide safer crossings.

Train speed is an issue in some communities. This is particularly true regarding poor visibility crossings, downtown areas, and school zones. In order for trains to be effective and competitive, train services need to operate at optimum speeds. The MDOT currently has the authority to set rail speed limits at railroad crossings. Outside of crossings, the Railroad Company can run as fast as the track conditions allow.

If a community becomes concerned over speed, it can contact the MDOT to discuss the issue. Crossing improvements, such as installing new signals or crossbucks, could help alleviate safety concerns and allow trains to move at optimum speed. Since rail use is an interstate commerce issue, there has been discussion whether federal law will override Maine's speed setting authority.

The DOT manages a Grade Crossing Safety Improvement Program. In this program, funds are spent on signal installation/upgrades for improvements to at-grade crossings. Funding for this program is made available every two years. [There are about 620 active grade crossings in Maine, so competition is pretty fierce \(approx. 18 projects get funded every two years\).](#) If you would like more information on this, please contact Gerry Audibert at 624-3315. □

Manual on Uniform Traffic Control Devices (MUTCD)



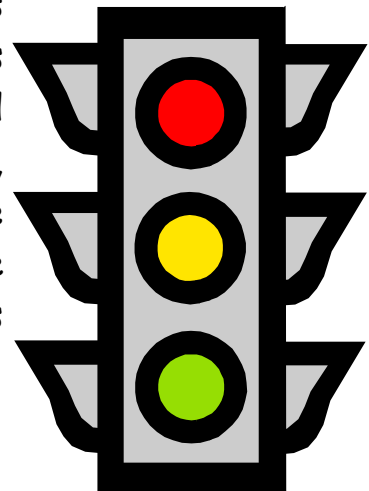
NEW MUTCD OFFER!!!

The Center is pleased to announce that we are now able to **offer the MUTCD Millennium Edition for \$ 30** to municipalities this year. Normally, the open market price is over \$100. If your community doesn't have a copy of the latest MUTCD, feel free to order one by calling us toll free at 1-800-498-9133. **The Center has a limited number at this price, so order now!**

This Manual provides the standards for all traffic control issues on public roads. Subjects include signing, pavement striping, work zones, pedestrian crossings, school areas, etc. Following the federally set guidelines will promote safety, create uniformity on highways, and protect your community from liability. The new edition contains an entirely new section on **low-volume roads**, as well.

LOCAL TRAFFIC SIGNALS GRANT ANNOUNCED!!!

Are there traffic signals or flashing beacons with incandescent light bulbs in your town? If your town maintains them and pays the electric bill, are you willing to replace these with very high efficient LED units? Thanks to funding from the Maine Public Utilities Commission (MPUC), small to medium size towns and cities will be granted funds to replace old bulbs in 2003. Depending on available funds, "urban compact" communities **may also be eligible later in 2003**. The state will provide 67% of the funding, with the community picking up 33%, plus installation. For more info call 1-800-498-9133.



11th Annual Highway Congress

Skowhegan Fairgrounds-June 6, 2002

TIME OUT FOR TRAINING PRIZE WINNERS

<u>Name</u>	<u>Association</u>	<u>Donor</u>	<u>Prize</u>
Ron Brown	Skowhegan	Advantage Gases & Tools	Thermal Dynamic Shirt
Chris Tripp	MDOT	Advantage Gases & Tools	Thermal Dynamic Shirt
Greg McCourt	Jay	Bangor Gas	\$50.00 Gift Certificate to LL Bean
Bruce Balfour	North Monmouth	Brake Service & Parts	119 Piece Multi Use Toolset
Gordon Greavla	Portland	Coastal Metal Fab	Adjustable Ball Hitch
Earland Lake	Skowhegan	Coastal Metal Fab	Adjustable Ball Trailer Hitch
Ned Reed	MDOT	DJ's Municipal Supply Inc	25 Person First Aid Kit
Mark Brainerd	Cumberland	DJ's Municipal Supply Inc	1 Drop Light
Rick Gagnon	Bath	DJ's Municipal Supply Inc	1 Shovel Set
Steve Soucy	Skowhegan	DJ's Municipal Supply Inc.	\$25.00 Gift Certificate to Walmart
David Ames	MDOT	DJ's Municipal Supply Inc.	\$25.00 Gift Certificate to Walmart
Lionel Cayer	Augusta	Gagne Precast	\$50.00 Gagne Precast Gift Cert.
Elaine Aloes	Solon	Howard P. Fairfield, Inc.	\$50.00 Gift Certificate L.L. Bean
Tom Wildes	Portland	ICMA Retirement Corporation	Personal Two-Way Handheld Radios
Walter Powell	Skowhegan	Johnston Sweeper Co.	\$25.00 Gift Certificate to Lowe's
Se-Jong Park	Brunswick	Johnston Sweeper Co.	\$25.00 Gift Certificate to Lowe's
Warren Bryant	Jay	New England Detroit Diesel-Allison	Allison Transmission Polo Shirt
Gerard Raymond	MDOT	Northern Utility	\$50.00 Gift Certificate to LL Bean
Russ Brown	Kennebec	O'Connor GMC	Adjustable Ball Hitch
Greg Bragan	Brewer	Onspot of North America	Hat/T-Shirt Combo-Accessories
Fred Smith	K K Water District	Onspot of North America	Hat/T-Shirt Combo-Accessories
Norman Lowe	MDOT	Palmer Spring Co.	Hat/T-Shirt Combo
J.L. Hatch	Dexter	Palmer Spring Co.	Hat/T-Shirt Combo
Arthur C. Thompson	Benton	Palmer Spring Co.	Hat/T-Shirt Combo
Todd Toussaint	Kennebunk	Perma-line Corporation	Titan Shirt
Chuck Neal	Auburn	Perma-line Corporation	Titan Shirt
Ryan Campbell	MDOT	Perma-line Corporation	Titan Shirt
Mike Bubier	Jay	Perma-line Corporation	Titan Windbreaker
Tom Tompkins	MDOT	Southworth-Milton, Inc.	CAT Collectible Die Cast Scale Model
Ted Shane	Sebago	Southworth-Milton, Inc.	CAT CLock
Jeff Blanchette	Dexter	Southworth-Milton, Inc.	CAT Cooler
Mike Eaton	MDOT	Trackless Vehicles Ltd.	Sportek Armchair (collapsible)
Dan Burr	Cumberland	W.A. Messer Co.	1 Pair of Portland Sea Dogs Tickets
Allan Moeller	Richmond	W.A. Messer Co.	1 Pair of Portland Sea Dogs Tickets
Fred Ayotte	MDOT	Waterman Farm Machinery	\$50.00 Toy Loader
Linda Merrill	South Berwick	White & Bradstreet, Inc.	1 Pair of Portland Sea Dog Tickets
Dale Barter	MDOT	White & Bradstreet, Inc.	1 Pair of Portland Sea Dog Tickets
Charles Williams	Bath	White & Bradstreet, Inc.	Utility Tool Boxes
Steve Harrington	MDOT	White & Bradstreet, Inc.	Utility Tool Boxes
Ed Ridlon	Sebago	White & Bradstreet, Inc.	W & B Hooded Sweatshirt
Jerry Dostie	Augusta	White & Bradstreet, Inc.	W & B Hooded Sweatshirt
Charles Brown	Kennebunk	White & Bradstreet, Inc.	W & B Shirt
Joe Meyers	Portland	White & Bradstreet, Inc.	W & B Shirt
Ray Ingalls	Kennebunk	Wright-Pierce	Denim Shirt
Clark Freeman	Wiscasset	BARD Industries	Original Mini-Bicycle
Tony Costa	Skowhegan	BARD Industries	R.W. #25008 Hand Cleaner

HIGHWAY CONGRESS PRIZE WINNERS, CONTINUED

<u>Name, Continued</u>	<u>Association</u>	<u>Donor</u>	<u>Prize</u>
Butch Thompson	Portland	BARD Industries	Two-Pak Blue McKanie Wipers
Jim Higgins	Brunswick	Seaco	Chameleon Locking Knife
Mark Johnson	Wiscasset	Seaco	Mag Flashlight with batteries
Karl Morse	Waterville	ODB	3 Hats
Thomas Gregor	Monmouth	Seaco	Energize Flashlight
Chris Logan	Cumberland	Advantage Gases	Swiss Army Knife
Alphonso Dixon	Norridgewock	Bangor Gas	Hat/ 2 Shirts
John Kennedy Jr	Auburn	Bangor Gas	Hat/Shirt
Dan Goyette	Lewiston	Bangor Gas	Hat/ Shirt
Rodney Bubier	Monmouth	H.P. Fairfield	Polo Shirt
Brian Turner	Monson	ME Technical Source	Calculator



Al "Hutch" Hutchinson (right), Town of Union, receives his "Roads Scholar" plaque from Pete Coughlan, Director of



Doug Howard (right), of South Portland, receives his "Roads Scholar" plaque from Pete Coughlan, Director of the MLRC.



TIME OUT FOR TRAINING in 2002!!!

At last year's Eleventh Annual Highway Congress, the Maine Local Roads Center offered 6 new training stations. Thanks to the help of many volunteers, and organizations, close to 200 people participated in our training sessions. Last year's training topics included: Dig Safe, storm-water updates, protecting ditches, proper sign installation, avoiding personal injuries on the job, and sensible road sanding and salting. People who completed all six stations were eligible for the prizes listed in this newsletter.

Despite the rain, all the training was considered a success! Thank you to all those who helped and participated last year. See you in 2003!

MAINE LOCAL ROADS NEWS

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Maine Local Roads Center

The Maine Local Roads Center is part of the Local Technical Assistance Program (LTAP)- a nationwide effort jointly funded by the Federal Administration (FHWA), the various State Departments of Transportation, and State Universities. Its purpose is to decode technical information on roads, streets, bridges and public transportation and put it into a form that is useful to local government personnel.

The Maine Local Roads Center is sponsored by the Maine Department of Transportation (MDOT) and FHWA. This quarterly newsletter is intended to keep you informed about training opportunities in the form of workshops and seminars and about publications, techniques or products that might help you in your work. It will also provide a place where useful information can be exchanged among Maine towns on whatever road and street related topics are of interest to you.

Other resources which are available from the Center include:

- Statewide workshops on a wide variety of subjects
- The Maine "Roads Scholar" program
- A large library of videotapes and publications which are either free or available at a very nominal cost
- Practical advice and technical support by phone, email, or website
- A traveling "Road Ranger" who can provide local training or advice
- Several software programs for managing road maintenance, equipment maintenance, or sign maintenance.

We request articles from any source for inclusion in this newsletter. They should be sent to the Maine Local Roads News, Community Services Division, MDOT, 16 SHS, Augusta, ME 04333-016. Any findings, conclusions or recommendations presented in this newsletter are those of the authors and do not necessary reflect those of FHWA or MDOT.

THIS IS A NEWSLETTER ABOUT LOCAL ROADS. IT IS
WRITTEN TO ASSIST MAINE MUNICIPALITIES IN DEAL-
ING WITH TRANSPORTATION-RELATED CONCERNS.

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